

## HEAR MASON TO-DAY

Ordnance Chief to Tell About Navy's Condition.

WILL CALL C. T. VOGELGESANG

Senate Committee Adopts Suggestion of Magazine Editor as to Mayflower's Commander—Capps Picks Henry Reuterthal Criticisms and Also the Critic to Pieces.

It was developed in the hearing before the Senate Committee on Naval Affairs yesterday that Lieut. Commander Charles T. Vogelgesang, who commands the Mayflower, the President's yacht, will be one of the witnesses called to testify in regard to turret construction in the navy. In a letter sent to Chairman Hale, which was read before the committee, S. S. McClure, the publisher who printed the article, "Needs of Our Navy," by Henry Reuterthal, which caused the investigation, advised the chairman to summon Lieut. Commander Vogelgesang and Lieut. Commander Hale.

Senator Tillman also asked that Commander Bradley Fiske, who has written an article, making criticisms similar to those of Reuterthal, be called as a witness. The committee will hear Rear Admiral Mason, chief of the ordnance bureau, to-day with special reference to the criticisms that have been made on the turret construction and ammunition hoists.

**Watches Ships at Sea.**  
Rear Admiral Washington Lee Capps, chief of the Bureau of Construction and Repair of the Navy Department, was the first witness heard yesterday in answer to the charges made by Reuterthal against methods of naval construction. At the request of Chairman Hale, Admiral Capps testified that he had been previously informed by the Bureau of Construction and Repair of the Navy Department, that the first witness heard yesterday in answer to the charges made by Reuterthal against methods of naval construction. At the request of Chairman Hale, Admiral Capps testified that he had been previously informed by the Bureau of Construction and Repair of the Navy Department, that the first witness heard yesterday in answer to the charges made by Reuterthal against methods of naval construction.

**Monterey Not Good Example.**  
Senator Perkins reminded the Admiral that the Monterey had made the trip to the Philippines successfully. "That is true," Admiral Capps replied, "but those who were on board on that trip never want another such experience." He quoted the British naval authorities in support of the free board, and cited the Royal Sovereign, of the British navy, as an illustration.

Senator Tillman was interested in the reference in the Reuterthal article to the hole in the Japanese ship Mikasa. Admiral Capps explained that from his investigation of the character of the injury inflicted upon the Mikasa, he did not believe it was inflicted upon the armored section.

Replying to the Reuterthal criticism regarding the arrangement of ammunition stores and hoists, Admiral Capps declared that none of the accidental explosions on American naval vessels had been due to grains of powder dropping from the breech. He denied that compliments were due to Henry Reuterthal, who said, did not show "even superficial knowledge" in the article he had written. He referred to Reuterthal's title, given in the magazine article, "Associate member of the Naval Institute," and read from the rules of the Institute to show that "any person from civil life interested in the navy" could become an associate member on payment of \$3 a year.

**Better Than Dreadnought.**  
Asked by Senator Gallinger to compare the fighting qualities of the South Carolina and the Dreadnought, Admiral Capps said that he would rather command the South Carolina in action than the Dreadnought. The South Carolina's armament was more efficient, in his judgment, than that of the Dreadnought. Her target area was less and her broadside equal to that of the Dreadnought. At the same time, he believed the Dreadnought, authorized by Congress to meet the Dreadnought type, would be a superior fighting machine to her English sister ship.

The naval constructors had changed their plans from the direct hoist to the interrupted hoist, because they had discovered an error in the former plan. They showed that considerations for the change, mainly to increase the rapidity of firing.

**Encourage Outside Effort.**  
The Admiral declared that it was the policy of the Navy Department to give every encouragement to outside talent, and no discouragement was given to individual initiative.

Tills concluded the testimony of Admiral Capps, and he was excused. It was decided that Rear Admiral Mason, chief of the Bureau of Ordnance, should be called this morning to advise the committee as to turret construction and ammunition hoists.

Just before the committee adjourned Chairman Hale read the letter he had received from S. S. McClure, suggesting that Lieut. Commander Vogelgesang, who commands the President's yacht, be summoned to testify as an expert as to turret construction, and that Lieut. Commander Hale be invited to give his views on armor belt at the water line.

Mr. McClure wished the committee to know that neither officer had contributed in any way to the Reuterthal article. Both officers will be summoned.

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## YESTERDAY IN CONGRESS.

### SENATE.

Senator Culberson, of Texas, Democrat, and Senator Nelson, of Minnesota, Republican, spoke in opposition to the Aldrich bill, and severely criticized the bill and the New York banks.

Senator Burkett failed to secure consideration of the Dilliver bill owing to the press of other business, and served notice that he would call it up to-day.

Admiral Capps testified in the naval investigation, denying the truthfulness of criticisms regarding the navy.

The President introduced a bill to reinstate the dismissed negro soldiers accused of taking part in the Philadelphia outrages.

Two District bills were passed and several others were introduced.

The President submitted the report of the Inland Waterways Commission.

The Senate at 4:26 p. m. went into executive session, and after conferring a number of minutes, adjourned at 4:35, to meet again at noon to-day.

### HOUSE.

M. B. Thistlewood, who takes the place made vacant by the death of George W. Smith, of the Twenty-fifth Illinois district, was sworn in as a member of the House.

Saturday afternoon, March 7, was set aside for the consideration of the late Campbell Rump, Representative from the Ninth Virginia district.

A bill authorizing second entries under the desert land act in certain cases was passed.

The House in Committee of the Whole began the further consideration of the army appropriation bill.

At 5:20 the committee arose, and the House adjourned until to-day at noon.

### CAN FIX DISTRICT SCHOOLS.

Dr. E. L. Scharf Informs District Committee He Has Plan.

Dr. E. L. Scharf, who has communicated either directly or indirectly with the House Committee on the District of Columbia on several occasions, yesterday sent to that committee, through one of its members, a tentative plan whereby he hopes to set the school system of the District upon rock bottom.

Dr. Scharf has before outlined this scheme, and it has been mentioned previously in The Washington Herald. Briefly, it calls for the creation of pedagogical, business, and inspection departments in the school system. All of these departments would be separate and distinct.

By this proposal, Dr. Scharf says that the board of education may be still retained. When the House committee meets to discuss school legislation, it is probable that Dr. Scharf will be present.

### SCHOOL BILL NOT YET UP.

Senator Burkett Will Try to Get Vote on It To-day.

Press of Business and Other Things Prevent Effort to Secure Its Consideration.

The Dilliver bill, proposing to reorganize the administration of the local schools, did not come to a vote in the Senate yesterday, and many persons who journeyed to the Capitol to hear the expected debate on the measure were disappointed.

If the opponents of the bill in the Senate had organized yesterday's business before that body with the sole object of preventing Senator Burkett from calling up the bill, in accordance with his expressed intention, they could not have succeeded better.

Senator Culberson took the floor at the conclusion of the routine business and made a long address on the currency question, and when he had concluded, Senator Nelson, who is among the most determined opponents of the Dilliver bill, secured the floor and made another long speech on the Aldrich bill and his own ideas about finance.

Then the calendar was called up, and the Vice President called Senator Nelson to the chair. If this was a move intended to "bottle up" the chief opponent of the Dilliver bill, it did not succeed, for four times Senator Burkett rose and sought the attention of the Chair for the purpose of calling up the bill, but Senator Nelson failed to see him. Meanwhile, other bills came up by request of Senators and were passed, and the hands dragged slowly round the dial of the big clock over the rostrum.

Finally, when it was too late to do anything requiring as much time as the Dilliver bill is claimed to expect to take, Senator Burkett finally recognized, when he claimed the attention of the Chair for the fifth time, and he asked that unanimous consent be given for taking up the Dilliver bill to-day at the conclusion of the debate on the Gallinger mail subsidy bill, which has the right of way.

Then a new foe of the Dilliver bill, hitherto unsuspected, appeared, in the person of Senator Burrows, of Michigan. He arose and declared that he would have to object to the granting of such consent. And again Senator Burkett replied, as he did earlier in the week, that he would move to take up the bill at the time he had specified.

When the calendar called the bill will reach consideration to-day, however. The mail subsidy bill will be the order immediately after the morning business, and at 2 o'clock the Aldrich bill, having been made the unfinished business, will have the right of way. That is, consideration will be dispensed with before the hour of adjournment is unlikely.

### PROPOSES TRACK EXTENSIONS.

Senator Burkett's Bill Like House Union Station Measure.

Senator Burkett yesterday introduced in the Senate a bill providing for the extension of the tracks of the Capital Traction Company from Seventh street northwest, down Florida avenue to Eighth street northeast, and south on the last named street to Pennsylvania avenue southeast; and also an extension from F street to Second street, to continue thence, by a route to be selected by the Commissioners, to the Union Station.

These routes are provided for in the Union Station trackage bill passed by the House, which has gone to conference between the two Houses, having been substituted for the track bill passed by the Senate.

**Prelate Before Committee.**  
Archbishop Ireland and Gen. J. Franklin Bell yesterday appeared before the House Committee on Military Affairs in support of the Haskin bill, to "promote military education in civil institutions in the United States."

This bill, which possesses some radical features, will be reported favorably by the committee probably to-day.

**Would Amend Dilliver Bill.**  
Senator Gallinger yesterday presented to the Senate a petition from the Columbia Heights Citizens' Association, asking that the Dilliver school bill be amended to give the District Commissioners the power to appoint the proposed commissioner of education, and that the bill, with this change, be passed.

### PROPOSES PENSION FOR MRS. HOSLEY.

Senator Gallinger yesterday introduced a bill proposing to pay Mrs. Genevieve Paul-Hosley, widow of Commander Harry Herbert Hosley, a pension of \$100 a month. Mrs. Hosley is a daughter of a month ago. Mrs. Hosley is a daughter of the late Gen. Paul, of the army.

## MANITOU WAS ANGRY

God Visits Vengeance on Lillie Small Rib.

GREAT FATHER MAY HELP HER

Spirit Likes It Not When Sister of Lillie's Mother Seeks Strange Gods. Strikes Girl Blind Through Soldier's Act—Pension Is Asked of Congress—Fulton Supports the Bill.

To quite understand the case of Lillie Small Rib, in whose behalf the Great Father in Washington and the sachems of lesser wisdom who sit upon the Hill will soon be asked to intervene, intervene even with the Great Manitou of the Cheyennes, it is necessary to go backward many, many moons.

The sister of the mother of Lillie Small Rib, forsaking the gods of her fathers, wandered off into the eastern land, where she entered into the big and heap much white man talk school at Carlisle.

There this sister forgot the ways of the Cheyenne, forgot the sound of the hissing kettle, forgot the sighing of the wind in the buffalo grass; remembered no more the swift leap of the trout in the spring, and learned the white man's ways.

**Goes Back Home.**  
But, when twelve moons had passed, the sister of the mother of Lillie Small Rib, longing for the sight of the faces of her own people, left the big heap much talk school in the East, took again the Devil engine of the white man, and rode for many suns back to the old familiar tepee.

But the Manitou was angry. She had forsaken him for the strange gods. She had come back to take away from him the rest of her family, and even little Lillie Small Rib was to be brought up in the faith which would admit no Cheyenne to the Happy Hunting Grounds.

So the Manitou gathered unto him evil spirits, and in the night sent to the sister of Lillie Small Rib's mother, down in the tightly closed tepee, packed snug by the bawling creek, the poison of the white fever. And the vengeance of the Manitou was quick and sure like that of the rattlesnake. The sister died before many suns had come out of the East and passed beyond into the West.

Then for many more moons the Manitou seemed satisfied with the family of Lillie Small Rib. Peace came and sat upon the tepee. In summer the crops were good, the fish leaped out of the water, and the game stood while it might be slaughtered. In the winter the roaring fire before the tepee, the jerked buffalo meat, the cracked corn, all told that the Manitou had come back to the Small Rib tribe, and was no longer angry.

**Forgot the Manitou.**  
But when Lillie Small Rib came to have passed more moons than a brave could count of twelve times the fingers of both hands, the two forgot the Manitou of the Arapahoe and the Cheyenne, and in the reservation school sought out strange gods, and learned the white man's learning and forgot that of the father and the medicine man of the Cheyenne.

But the Manitou waited. One day when the storm god had wrapped all the country in a white mist, and the tracks of the animals showed plain, like the scratch of the grizzly on the pines, little Lillie Small Rib started out from the tepee to play.

Near by the tepee lay the camp of many bluecoats. Two of the bluecoats, armed with the thunder sticks, had gone out that day to hunt the deer. Little Small Rib and her companions played for a long, long time down near the brook that ran by the bluecoats' camp and the tepee of Lillie's mother.

When Lillie Small Rib and her companions saw the bluecoat hunters returning they ran as will all children when frightened. One of the bluecoats, not seeing anything—blinded by the great and angry Manitou—tried to unload his thunder stick.

When Lillie Small Rib rose from under a fence beneath which she had crawled in her race to get home, the gun of the bluecoat boomed forth, and Lillie lay on the ground quite still.

**Lillie Did Not Die.**  
Lillie did not die, the great Manitou did not permit that; but when the bluecoat's medicine men examined her, they found that her eyes would not again behold the sun or the stars.

The facts as they are set forth in a bill introduced yesterday in the House are quite prosaic. The bill, which is backed by Representative Fulton, of Oklahoma, asks that a pension of \$200 a year be bestowed by the government on Lillie Small Rib, who was "rendered totally blind by the accidental discharge of a shotgun in the hands of a soldier of the regular army of the United States."

Senator Owen, of Oklahoma, who himself has some Indian blood in his veins, is interested in the case of Lillie Small Rib, and he will do what he can to get her this pension.

Perhaps after all the Great White Father and some of his sachems on the Hill may be able to soften the vengeance of the Manitou, if it is not too late to avert part of it.

### MEMORIALS FOR PATRIOTS.

North and South Each Get Monument Bill Through Senate.

Bills providing for the erection of monuments to Revolutionary war heroes were passed yesterday by the Senate, the honors being equally divided between the North and the South.

Senator Gallinger secured the adoption of a bill to provide for the erection of a statue of Maj. Gen. John Stark, of Manchester, N. H.—the same John Stark who made the famous remark about winning the battle or making Molly Stark a widow and Senator Simmons put through a bill to commemorate the fame of Maj. Gen. Nathaniel Greene, at the Guilford battlefield, in North Carolina.

**To Probe Educational Problems.**  
Senator Dilliver yesterday introduced a bill proposing to authorize the Commissioner of Education to investigate various educational problems and publish to the country the information he secures. The bill appropriates \$40,000 to carry out its provisions.

**Coolidge and Grandfield Confirmed.**  
The Senate yesterday confirmed the nomination of Louis A. Coolidge to be Assistant Secretary of the Treasury and Charles P. Grandfield, of Missouri, to be First Assistant Postmaster General.

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L. W. STRAYER.

Mr. Strayer is the Washington correspondent of the Pittsburgh Gazette-Times. He began his newspaper work on the Daily Beacon, of Akron, Ohio, in 1887. In 1890 he went to Pittsburgh and joined the local staff of the Pittsburgh Post, and has been connected with Pittsburgh papers almost continually ever since.

In 1897 he accepted the position as city editor of the Pittsburgh Gazette, and six years ago came to Washington as correspondent for that paper, which has since been merged with the Pittsburgh Times, under the name of the Pittsburgh Gazette-Times.

Mr. Strayer went through the Home-land riots of 1892, and covered the Oil City event in 1901.

He has been given assignments of important events from the Atlantic to the Pacific, and on one occasion his paper sent him abroad on a special mission.

### MAY SAVE THE NAVY YARD

Senate Yields a Point to the Railroad Company.

Will Allow Government to Buy Right of Way if Company Will Build a New Line.

Unless the two Houses of Congress take action to-day to prevent it, the Washington Navy Yard will to-morrow be cut off from rail communication with the country, and its gun forgings will have to be shipped by water, or not shipped at all.

It is believed, however, that a compromise will be agreed upon which will avert this threatened calamity. The Navy Department was officially notified yesterday that Congress will do what is needed to secure the continuance of the track connection with the yard if the Philadelphia, Baltimore and Washington Railroad Company will do its part.

To-morrow at midnight the track now maintained by the railroad company to the yard must be up, unless the company is absolved by Congress from the requirement, to that effect in the Union Station act, or the railroad will forfeit \$150,000, still owing to it from the government, of the station.

A bill has passed the Senate which provides for the construction of a new connection with the yard along the Anacostia River bank, with a provision that the present track connection shall be continued pending the construction of the new line. A motion to reconsider the passage of the bill is pending, owing to the refusal of the railroad company to comply with the bill.

At a hearing last Monday before the District Committee of the Senate, the railroad company claimed that the cost of the proposed new line, including right of way and construction, would be \$300,000. Senators who have gone into the matter, with the assistance of the District Commissioners, declare that the right of way will cost only \$35,000, and that the new track can be laid down for \$85,000. However, owing to the very brief time which remains for action, Congress finds itself somewhat "up against it," and it has been decided to yield a point to the railroad company.

It is proposed to have the government purchase the required private right of way for the new track, at a cost of \$25,000, and this is the provision which the Secretary of the Navy has been authorized to make to the railroad company. An answer agreeing to the compromise is expected to-day, in which case the bill which has been passed by the Senate will be amended to that effect, and will also be passed by the House. The President's signature will then be all that is required to make it a law.

But all this must be done before noon to-morrow, as the company has served notice that it will begin to tear up the present track connection at that time.

### HOUSE FEELS JEALOUS.

It Does Not Like to Think About Senate Decorations.

Intense jealousy has existed from time immemorial between the House and Senate. The green-eyed monster was famed to fury in the House last winter when the Senate placed on the Senate wing of the Capitol, giving that end of the building a rich appearance, totally lacking on the House side.

Complaint has been made that the exterior of the House wing is plain and barren, trying on the eyes, and generally inartistic. The House Committee on Library got together to-day and decided to report a bill appropriating money for pediments for the ornamentation of the House wing of the Capitol.

**Rank and Pension for Veteran.**  
Senator Carter yesterday offered in the Senate a bill proposing to authorize the President to appoint William H. Crook a major in the army and retire him with the retirement allowances of that rank. Mr. Crook has been a clerk in the office of the President since the civil war, a period of forty-three years, and was one of the first to answer Lincoln's first call for troops.

**Conferences Are Ended.**  
The conferences between the Commissioners and the District Subcommittee of the Appropriations Committee of the House over the \$13,000,000 budget which the former asked for the fiscal year have been closed, although a few minor details may yet be gone into.

### Favors Explosive Bill.

The bill, introduced by Representative Sherman, providing for the safe transportation in interstate commerce of explosives and other dangerous articles, was yesterday reported favorably by the House Committee on Interstate and Foreign Commerce.

## URGES WATERWAYS

President in Message to Congress Urges Action.

WOULD CHECK THE RAILROADS

Chief Executive Expresses Strong Confidence in Report of Inland Waterways Commission—Declares Unregulated Competition Has Almost Killed River Traffic.

President Roosevelt, in transmitting to Congress yesterday a preliminary report of the Inland Waterways Commission, caused considerable interest by discussing at some length the findings of the commission, and by giving his individual views on the decadence of inland water traffic.

The President in his most emphatic way supported the statements and suggestions of the commission. He told Congress that the report represented the mature judgment of a body of men exceptionally qualified by personal experience and knowledge of conditions throughout the United States to understand and discuss the great problem of how best to use our waterways in the interest of all the people.

**Railroads and River Traffic.**  
The President then turned his attention to the part the railroads have played in the destruction of river traffic. "The commission," he says, "finds that it was unregulated railroad competition which prevented or destroyed the development of commerce on our inland waterways."

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## LILLEY IS NOT READY.

### Representative Who Found "Submarine Scandal" Defers Action.

At the request of Representative Lilley, of Connecticut, the House Committee on Rules agreed yesterday to defer action on Representative Lilley's resolution providing for an investigation of the conduct of the Electric Boat Company and the Holland Boat Company.

In asking the request, Mr. Lilley said he desired to correct his oral statement, made before the committee Tuesday. In regard to the members of the House Committee on Naval Affairs. The committee on Rules will meet to-day for further consideration.

Representative Ellis, of Oregon, a member of the Naval Affairs Committee, called on Speaker Cannon yesterday, and demanded that an investigation be made into Mr. Lilley's allegations. The resolution of Mr. Lilley should be reported favorably in justice to the Naval Committee, Mr. Ellis said.

The Standing Committee of Washington Correspondents continued its investigation in regard to Mr. Lilley's allegations that members of the press galleries of Congress were employed by the Electric Boat Company. The standing committee